



# *Informational Meeting*

## Lewisburg Pike (SR-106) / US-431

### Widening Project

### Franklin, Tennessee

### July 1, 2008

Clinard Engineering Associates, LLC  
Presented by Thomas M. Clinard, PE





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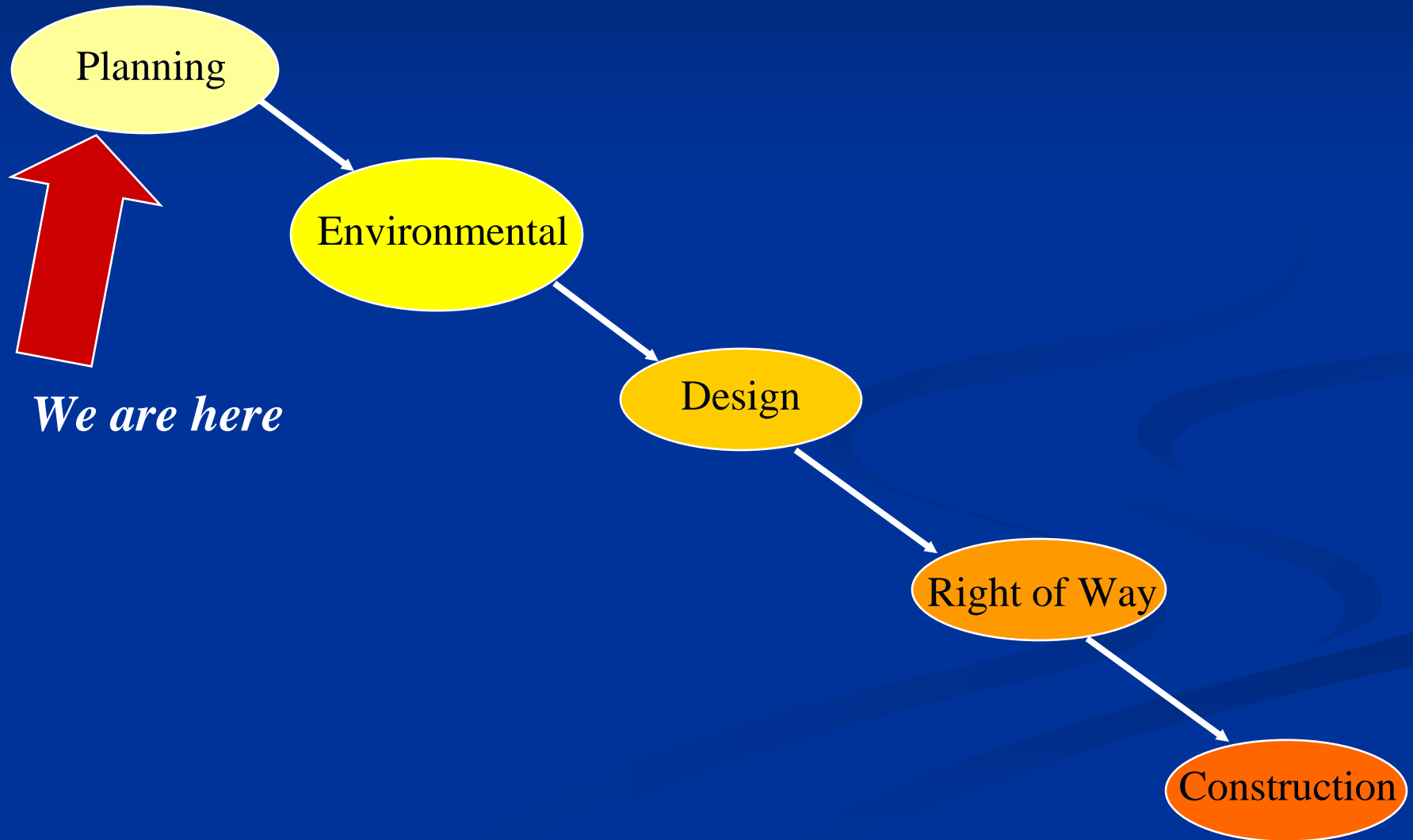
## MEETING PURPOSE

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- **To provide the public with up to date information on the development of this project.**
- **To solicit information from the public concerning the corridor.**

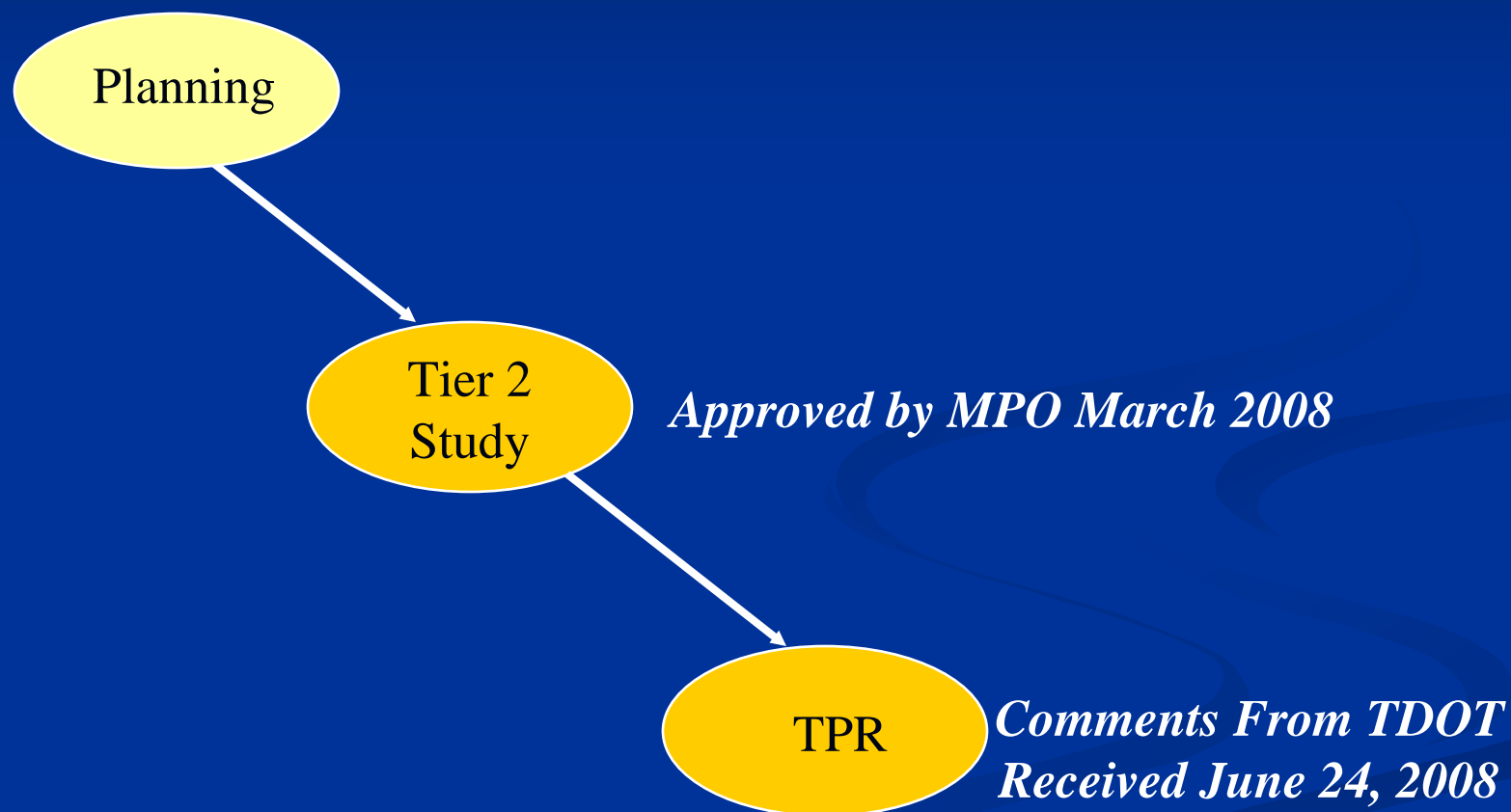


# PROJECT DEVELOPMENT PROCESS





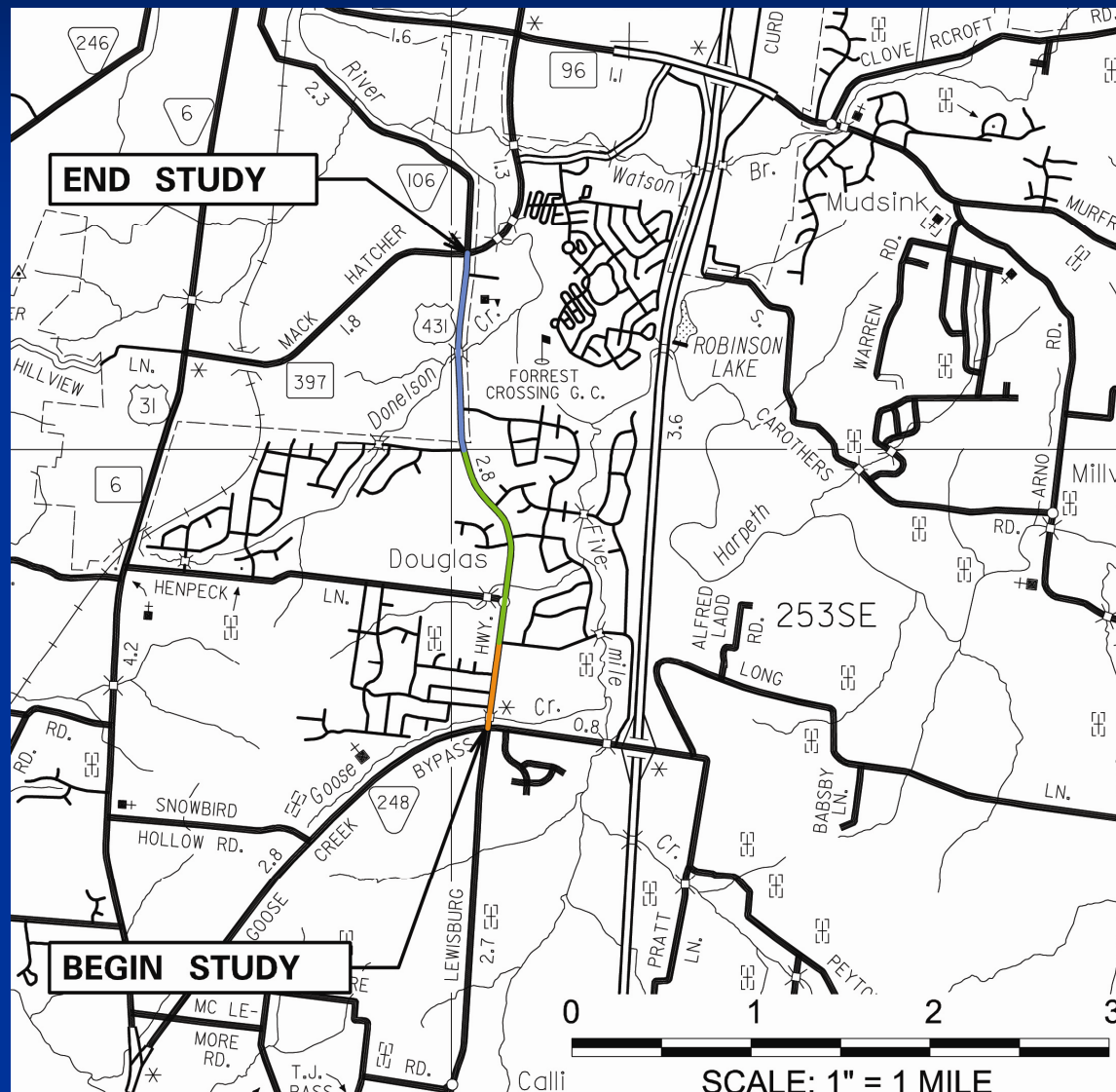
# PLANNING PROCESS







# PROJECT STUDY AREA





## CORRIDOR FACTS

- **Major Arterial Roadway**
- **State and Federal Route**
- **2007 Traffic Counts 11,500 to 14,500**
- **Study corridor 2.73 miles in length**





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## PROJECT ORIGIN

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- **Project is being initiated by the City of Franklin.**
- **Project is part of the City's Major Thoroughfare Plan and the MPO Long Range Transportation Plan.**



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## PROJECT NEED

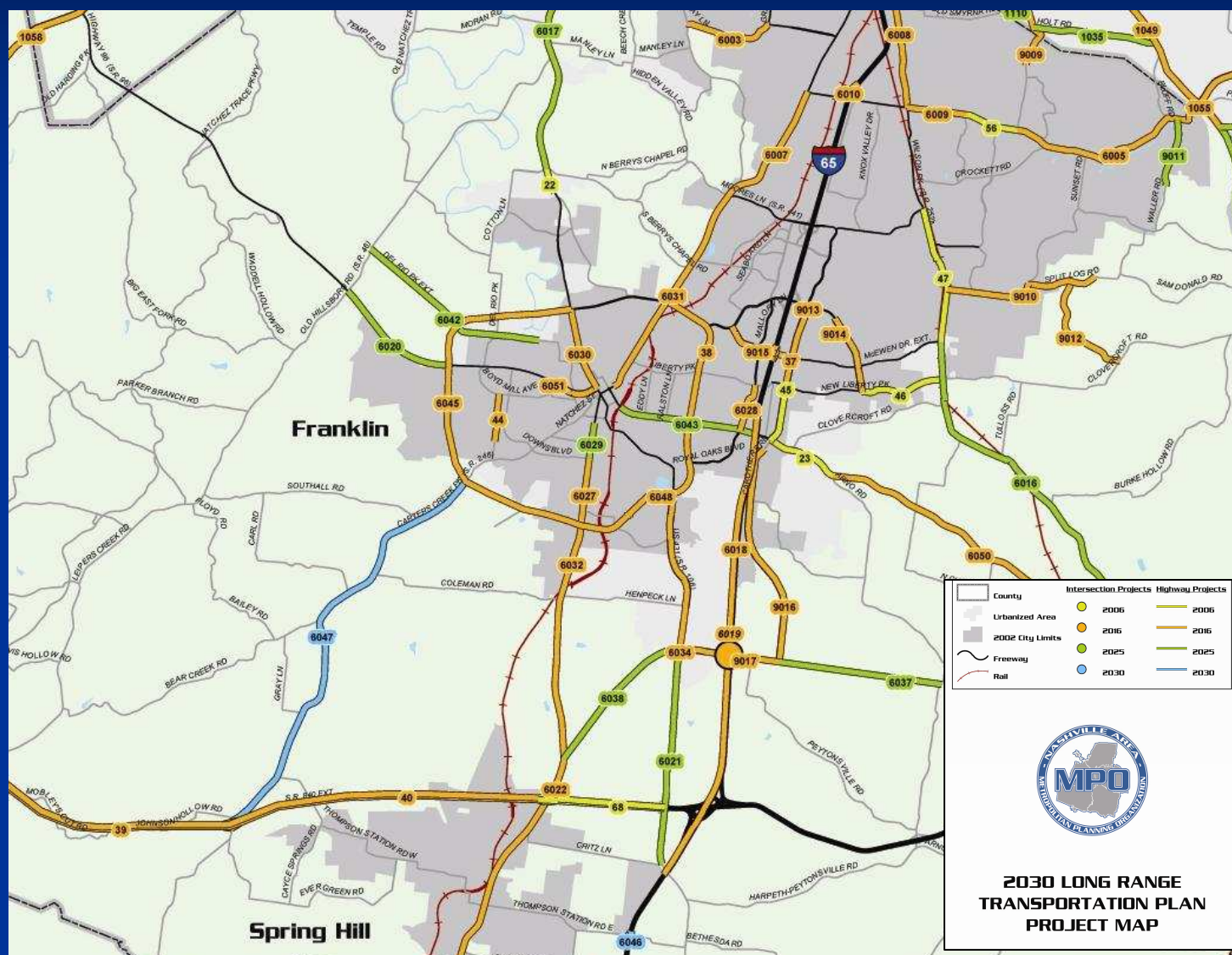
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- **Provide additional traffic capacity along Lewisburg Pike.**
- **Reduce motorists delay and traffic congestion.**
- **Improve operation and safety along the route.**





# NASHVILLE MPO AREA PROJECTS





# NASHVILLE MPO AREA PROJECTS

Project #	Project Location	Termini	Length (mi.)	Year	Cost	Improvement	Project Description
68	SR-840	SR-6 to SR-106		2006		New Roadway	Construct new 4 lane roadway
6018	I-65	SR-840 to SR-96	6.0	2016	\$27,230,000	Widening	Widen from 4 to 8 lanes
6019	I-65	SR-248 (Goose Creek)	-	2016	\$16,000,000	Reconstruction	Reconstruct Interchange
6021	SR-106 (Lewisburg Pk)	Critz Lane to SR-248 (Goose Creek Bypass)	4.9	2025	\$15,000,000	Widening	Widen from 2 to 4 lanes
6022	SR-6 (US-31)	Buckner Lane to Henpeck Lane	9.6	2016	\$29,000,000	Widening	Widen from 2 to 4/5 lanes
6032	Lewisburg Pk (SR-106/US-431)	Henpeck Lane to Mack Hatcher	1.3	2016	\$15,000,000	Widening	Widen from 2 to 4 lanes with bike lanes
6034	Goose Creek Bypass (SR-248)	SR-106 Lewisburg Pk to I-65	0.8	2016	\$2,450,000	Widening	Widen to 4 lane median divided highway
6037	Goose Creek Bypass (SR-248)	New South Carothers Road to Peytonsville/Trinity Road	5.0	2025	\$2,287,740	New Roadway	Construct new 3 lane roadway
6038	Goose Creek Bypass (SR-248)	SR-6 / US-31 to SR-106	2.8	2025	\$11,000,000	Widening	Widen from 2 to 3 lanes
6048	Mack Hatcher East (SR-397) SE Quadrant	SR-6 (US-31) South of Franklin to SR-96 east of Franklin	3.0	2016	\$18,300,000	Widening	Widen from 2 to 4 lanes as median divided highway
9016	South Carothers Road	Franklin Commons to proposed Goose Creek Bypass	4.3	2016	\$4,830,000	Widening / New Roadway	Widen to 4 lane median divided with bike lanes and extend South Carothers to New Goose Creek Bypass
9017	SR-248 (Goose Creek Bypass)	I-65 to new South Carothers Road	0.8	2016	\$442,260	New Roadway	Construct new 3 lane roadway





# CORRIDOR SECTIONS

## SECTION 1

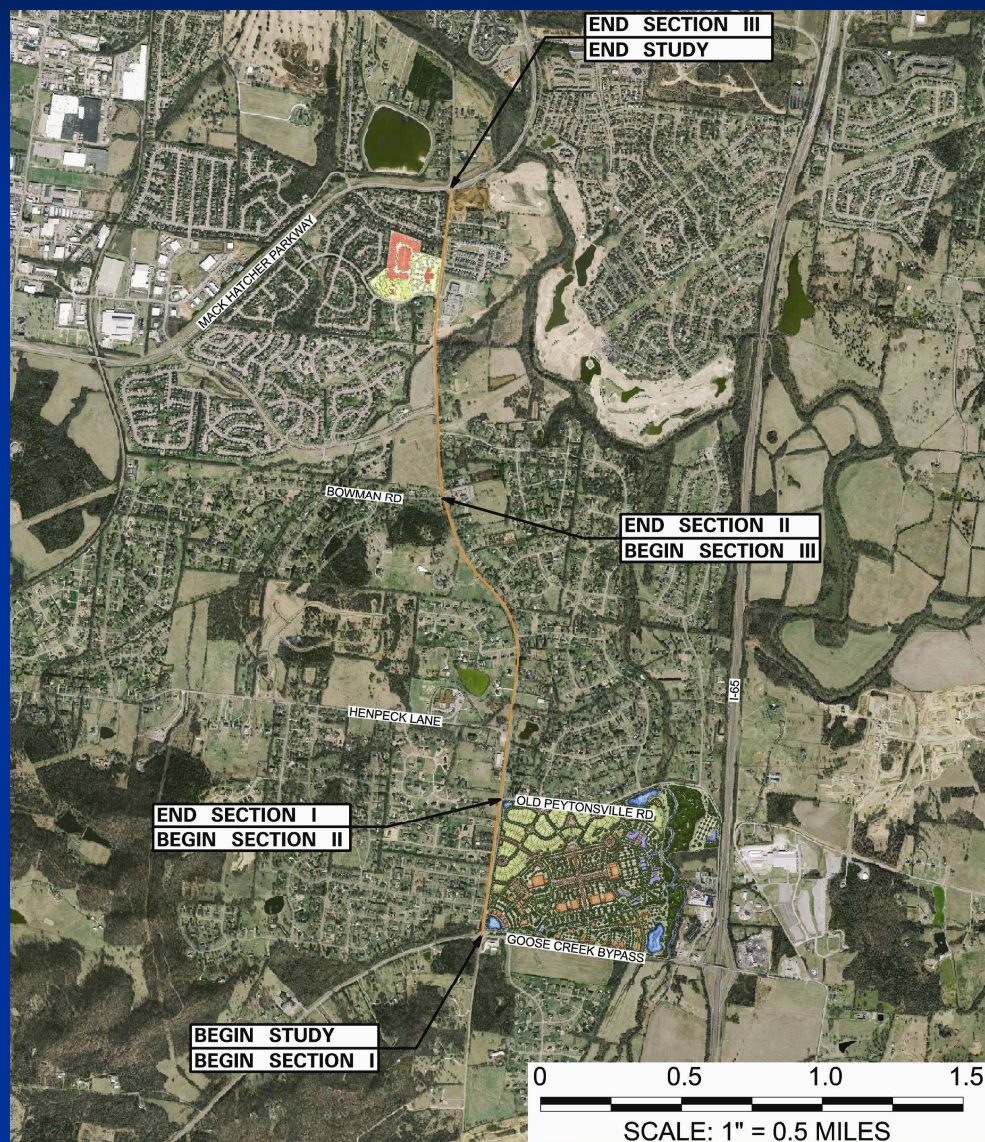
SR-248 TO  
OLD PEYTONSVILLE RD

## SECTION 2

OLD PEYTONSVILLE RD  
TO CITY LIMITS

## SECTION 3

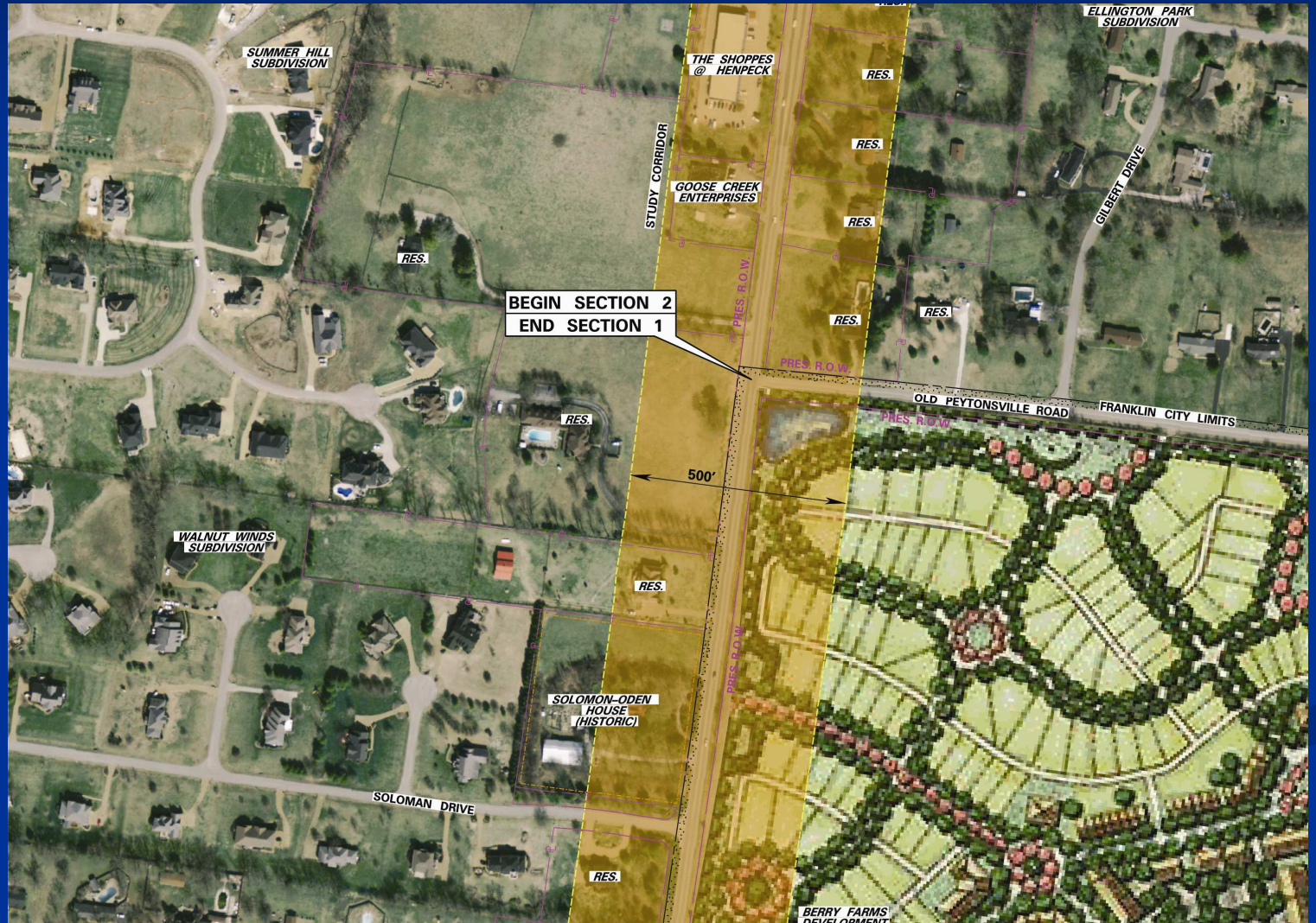
CITY LIMITS TO  
SR-397







# STUDY CORRIDOR







# CORRIDOR SECTIONS

**SECTION 1 (0.48 miles)**

**SR-248 TO**

**OLD PEYTONSVILLE RD**



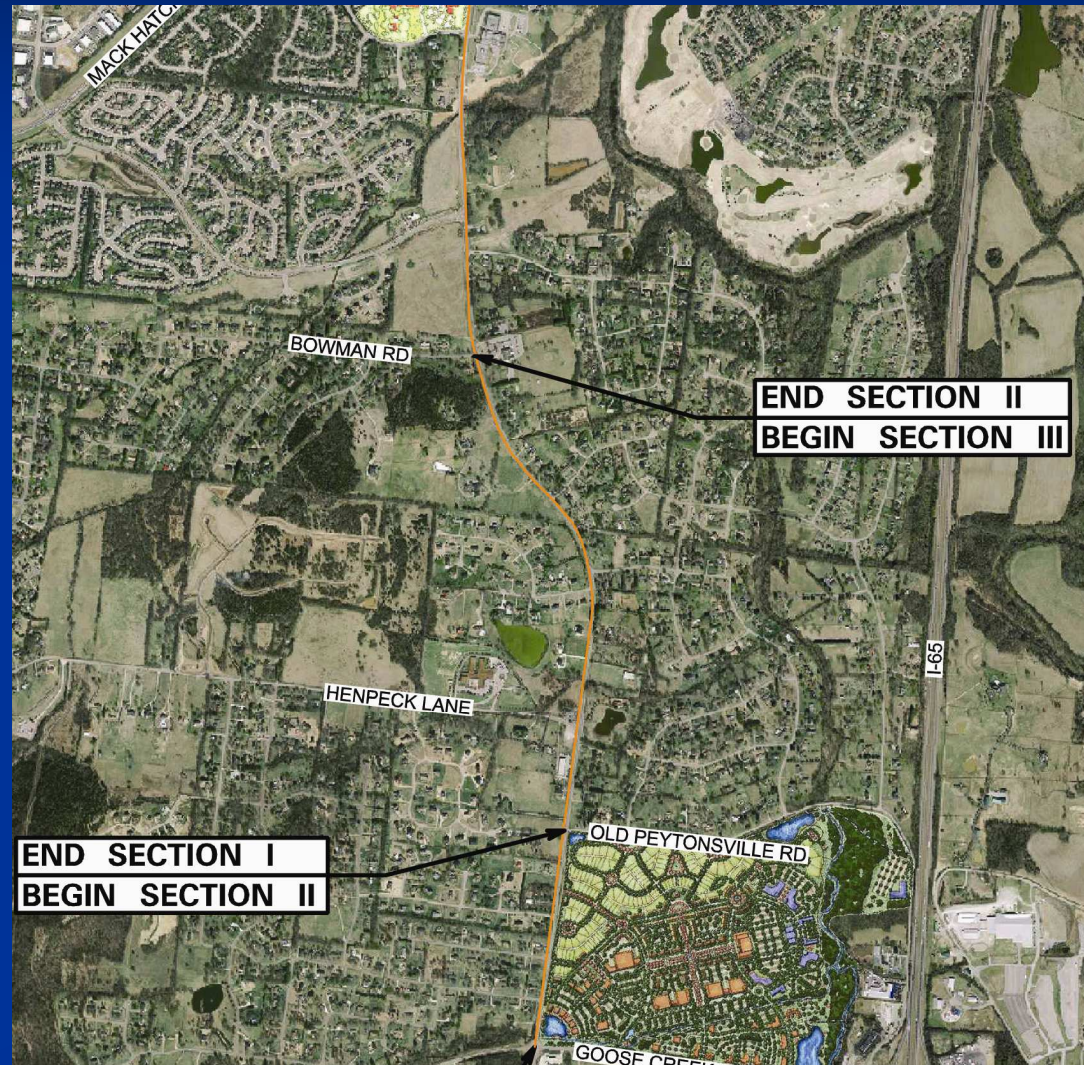




# CORRIDOR SECTIONS

**SECTION 2 (1.16 miles)**

**OLD PEYTONSVILLE RD  
TO CITY LIMITS**





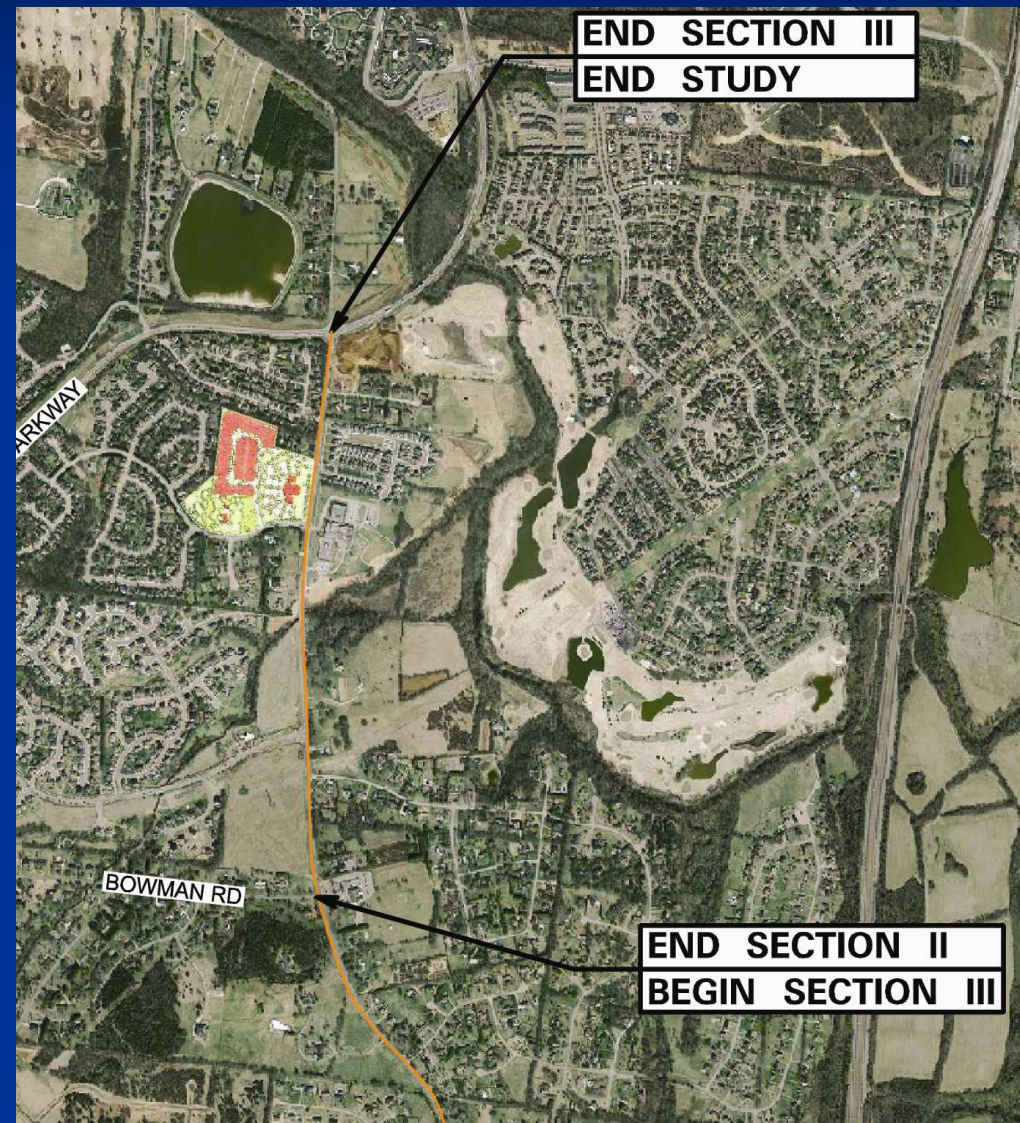


# CORRIDOR SECTIONS

**SECTION 3 (1.09 miles)**

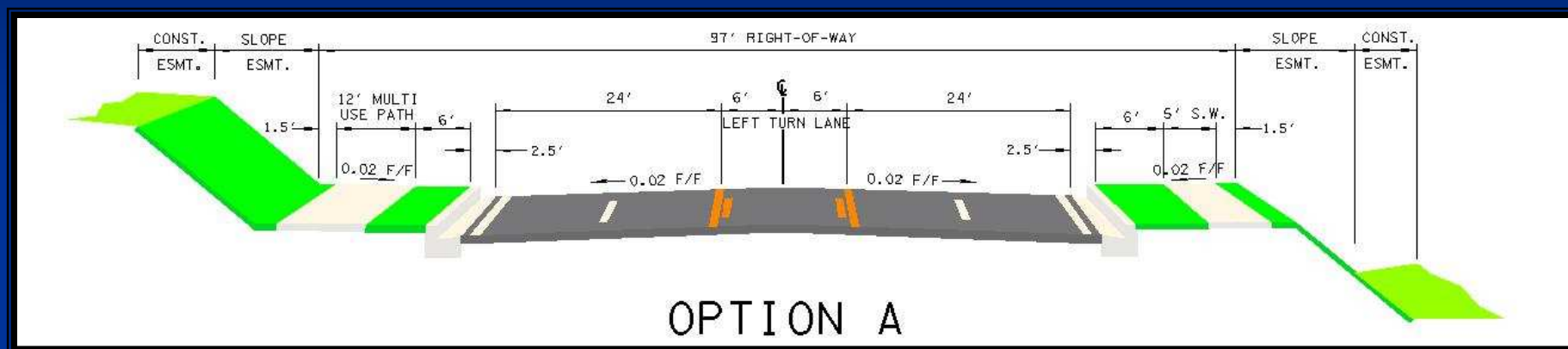
**CITY LIMITS TO**

**SR-397**





# CORRIDOR OPTIONS



## Four Lane Roadway With Center Turn Lane

### Advantages

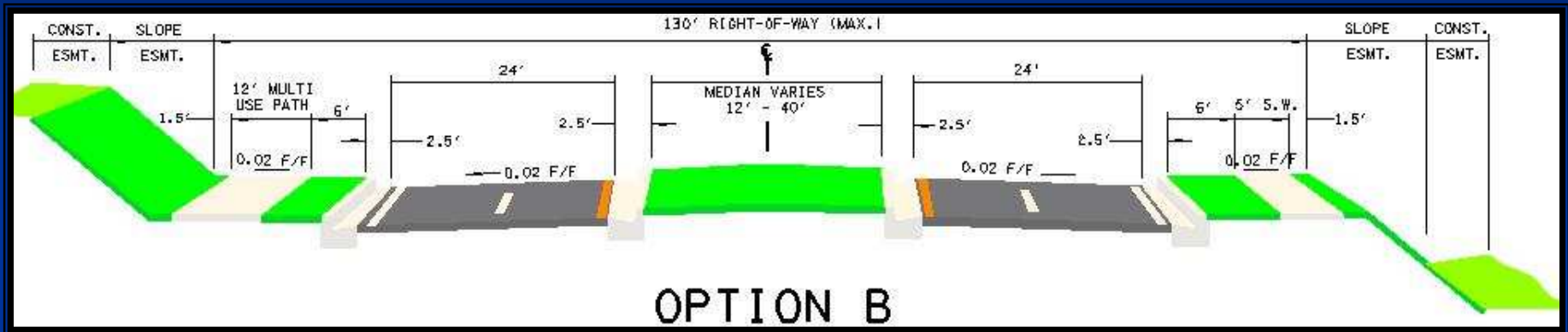
- Provides additional storage for turning vehicles
- Maintains full access for driveways and businesses
- Typically can be constructed within less right-of-way than median facilities

### Disadvantages

- Based upon studies, typically a higher crash rate than four lane median roadways
- Increases the opportunity for illegal passing using the center turn lane



# CORRIDOR OPTIONS



## Four Lane Median Divided Roadway

### Advantages

- Requires less pavement than a five-lane roadway resulting in less runoff on the facility
- Allows additional room for landscaping
- Reduces headlight glare from opposing traffic
- Allows for a refuge area for pedestrians
- Controls Access points and left turn conflict points

### Disadvantages

- Typically requires additional right-of-way; thus increased costs
- Doesn't provide full access for driveways and business
- May increase the number of illegal u-turns



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## **ESTIMATED PROJECT COST**

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**Option A: Five-Lane Typical Section**

**Approx: \$24,000,000**

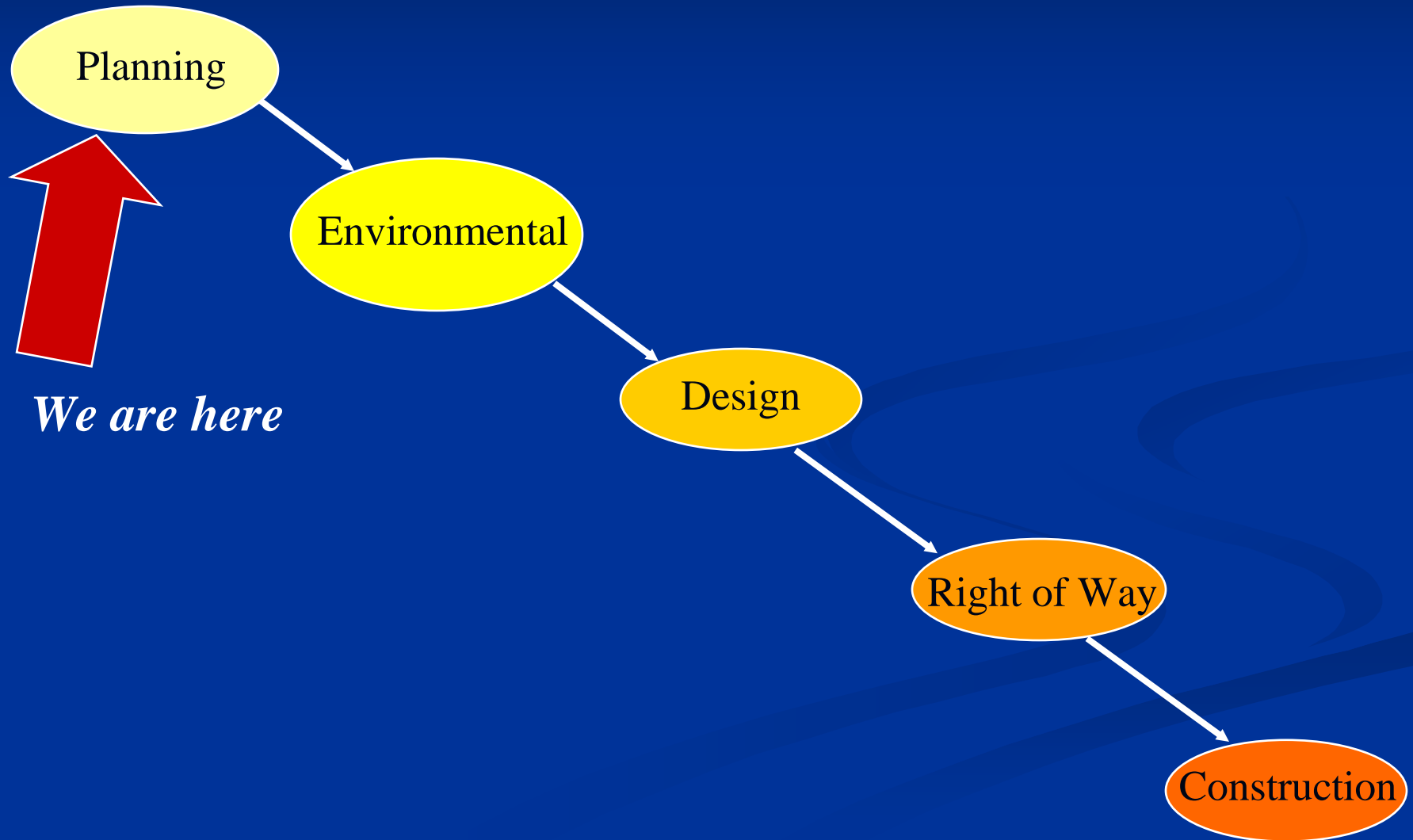
**Option B: Four-Lane Median Section**

**Approx: \$31,000,000**





# PROJECT DEVELOPMENT PROCESS





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**THANK YOU . . .**

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**For your attendance and participation  
in this Meeting**



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# CONTACTS

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